

CENTRAL INTELLIGENCE AGENCY

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INFO.SUPPLEMENT TO See [] Com-
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1. The single-track line under construction between Velten (N 53/Z 66) and Oranienburg (N 53/Z 67) via Leegebruch is to be opened in early 1951. Heavy freight trains can operate on this line at a speed of 45 km/h. The new line is 15 km long. A track was previously available from Oranienburg as far as the Weinkel plant. (1)
2. The rail link between the Barsikow and Hohenofen railroad stations was completed and opened in late December 1950. (2)
3. It was learned in mid-December 1950 that the Soviets had demanded the speedy reconstruction of the Forst (O 52/A 77) - Guben (O 52/A 79) railroad line, which is in operation only between Guben and Taubendorf (O 52/A 78), (3) and the reconstruction of the Bad Freienwalde (N 53/V 28) - Angermünde (N 54/A 20) line. (4) The first of these two lines is scheduled to be completed by 15 February 1951. The material required for the construction project is to be obtained by dismantling less important lines. The question of which lines are to be dismantled is under consideration. (5)
4. It was learned [] that work was to be started soon on the construction of a new railroad line from Mahlow to Schoenefeld. This would be part of the Wossow (N 53/L 91) - Mahlow (N 53/L 83) - Schoenefeld (N 53/E 93) line on the southern section of the Berlin Outer Freight Ring. The purpose of the project is to bypass the U.S. sector of Berlin near Lichtenrade (N 53/Z 83). Work on the construction of a switch and a siding near Mahlow for construction trains had already been started. The cost of the project is estimated at 19 million east marks.
5. It was noticed in early December 1950 that a rail link was under construction 700 meters south of Gross Peeren (N 53/E 73) and that a railroad embankment built in 1906 was being utilized in the construction of a new railroad line running due northwest. Three excavators and an estimated 200 workers were seen near Gross Peeren and an excavator and an estimated 150 workers near Mahlow. The laborers near Mahlow were engaged in preparatory work for the construction of bridges. [] the blueprints for the Mahlow-Schoenefeld line and ascertained that the line will originate from a point 700 meters south of the junction between the line coming from Michendorf (N 53/L 62) and the Gross Peeren-Jueterbog (N 52/E 69) line and will run in a northeasterly direction, bypassing Mahlow on the south. The exact point where the line running from Schoenefeld to the

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east will join the Berlin-Koenigs-Wusterhausen (N 53/V 02) line has not yet been fixed. The railroad construction engineer in charge of this project expected this junction to be made near Altglienicke (N 53/Z 94) or Gruenau (N 53/Z 93). (6)

6. The rail link at Biesdorf-North (N 53/Z 95), including the railroad overpass, was completed on 16 December 1950. The two tracks of the Berlin interurban railroad system have been removed. The overpass, which has a span of 25 meters, has passed the load test. The rail link will be opened after completion of the signal installations, which is expected in the near future. (7)
7. The rail link at Koepenick-North (N 53/Z 94) was completed on 16 December. Load tests have been made on the two bridges of the link. The rail link will be opened soon. (8)

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Comments.

- (1) Previously reported.
 - (2) The construction of this rail link, which is connected with improvements of the Loewenberg (N 53/Z 69) - Neustadt (N 53/Z 18) - Rathenow (N 53/Z 15) line, was reported previously. The new link crosses the Berlin-Mittenberge (N 53/Y 69) - Hamburg line through an underpass.
 - (3) Previously reported.
 - (4) Only the Angermuende - Saaten/Neuendorf (N 53/V 29) and the Bad Freienwalde - Oderberg/Bralitz (N 53/V 29) sections of this line are in operation. The connection between these sections, including a railroad bridge, is not yet in operation.
 - (5) It was reported that the Kogaesen (N 53/Z 12) - Karow (N 53/Z 02) line, in the Magdeburg railroad district, was to be dismantled in connection with this project.
 - (6) Previously reported.
 - (7) Previously reported. The rail link was scheduled to be completed by 20 November 1950.
 - (8) Previously reported.
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